

Table 1
California Aviation Issues & Needs

Item #	Issues and Needs ¹	Cost Budget		Cost Estimate	Immediate Needs	Short Term Needs	Long Term Needs
		Total	Annual	(dollars in thousands)	1-5 Years	6-10 Years	11-20 Years
1	Airport Land Use Planning Resources Web Page		X	2	X	X	X
2	Continue 5010 Inspections		X	80	X	X	X
3	California Aid to Airports Program (CAAP): Increase Annual Credits		X	745	X	X	X
4	Remove Hazardous Obstructions Near Airports		X	1,000	X	X	X
6	Update GA Airport Layout Plans (ALP)		X	460	X	X	X
5	ALP & Master Plan (MP) Environmental Documents Grants		X	1,900	X	X	X
7	Update Airport Master Plans ²	X		33,000	X	X	X
8	Update Airport Land Use Compatibility Plan (ALUCP) for Designated Airports	X		15,000	X	X	X
9	Purchase AWOS for Designated Airports	X		4,000	X	X	X
10	Airport Land Use Commissions (ALUC): Support, Training & Outreach	X		500	X	X	X
11	Fund Asphalt Maintenance and Rehabilitation	X		1,280	X	X	X
12	Sponsor a Safety and Security Conference	X		15	X		
13	Safety Zone Overlay Map for All Airports	X		1,000	X		
14	Improve Accoustical Counter Program	X		200	X		
15	Update Airport Pavement Management System	X		1,400	X		
16	Air Cargo Ground Access Symposium	X		75	X		
17	Provide Security Fencing for GA Airports	X		8,740	X		
18	Generic ALUCP for all ALUCs to Reference	X		5	X		
19	Safety Zone Land Acquisition Cost Study	X		75	X		
20	Improve Ground Access Planning Coordination	X		200		X	
21	Instrument Flight Rules (IFR) Flight Tracking	X		725		X	
22	Develop Parcel Zoning Maps Near Airports	X		7,000		X	
23	Update the 2002 Land Use Planning Handbook (Handbook)	X		220		X	
24	Improve Division's Electronic Documentation Storage	X		250		X	
25	Replace Aircraft (2)	X		3,000		X	
26	Asphalt Weight-Bearing Testing	X		3,400		X	
27	Asphalt Durability Testing	X		1,000		X	
28	Air Cargo Truck Activity Model	X		150		X	
29	Online Airport Economic Impact Calculator	X		50		X	
30	Statewide Airports Economic Study	X		375		X	
31	CA Aviation System Plan (CASP) Elements Update	X		1,500			X
32	2001 Ground Access Study Update	X		400			X
33	Air Cargo Study	X		100			X
34	Airport Opportunity Costs Study	X		500			X
35	Improved Airline Passenger Survey	X		225			X
36	Airline Passenger Phone Survey	X		500			X
				Subtotals:	\$45,890	\$50,750	\$71,985
				Total Estimated Cost:	\$168,625		
				Estimated Cost per Year:	\$9,178	\$10,150	\$7,199

¹Issues and Needs list is not in priority order.

²The most out of date airport master plans and land use compatibility plans will begin updates in the first year with other plans

Item #	Needs Explanation
1	Develop and manage a resource web page for ALUCs, local government agencies, and the public regarding land use planning around airports. Estimated Ongoing Needs: Immediate: \$10,000; Short Term: \$10,000; and Long Term:
2	The FAA Airport Inspection (Form 5010) is an ongoing safety inspection program. Since the FAA only performs safety inspections at Commercial Service Airports, the Division assists the FAA by performing these inspections at designated General Aviation airports to ensure the safety of the flying public and those on the ground. Estimated Ongoing Needs: Immediate: \$400,000; Short Term: \$400,000; and Long Term: \$800,000
3	Increases the state's annual grant to airports from \$10,000 to \$15,000. Historically, Annual Credits started in 1967 at \$2,500; was increased in 1971 to \$5,000; and finally increase in 1994 to \$10,000. Annual Credits are used by General Aviation airports for maintenance and development as well as safety and security projects. Estimated Ongoing Needs (in millions): Immediate: \$3.73, Short Term: \$3.73; and Long Term: \$7.45
4	Trees, poles, structures create hazardous conditions for aviation around airports. Removing these safety obstructions prevents aircraft accidents and saves lives. Estimated Ongoing Needs (in millions): Immediate: \$5.00, Short Term:
5	ALPs are a precision drawing that detail existing and future facilities for an airport, and should be kept current. Estimated Ongoing Needs (in millions): Immediate: \$2.30, Short Term: \$2.30; and Long Term: \$4.60
6	CEQA considers Airport Lay Out Plans and Master Plans as projects that require some level of environmental review ranging from an Negative Declaration to an EIR. These funds will be made available to airports to support the costs of the environmental process. Estimated Ongoing Needs (in millions): Immediate: \$9.50, Short Term: \$9.50; and
7	Master Plans reflect an airport's ultimate build out and use, and ideally should reflect current conditions. Updates reflect changes in demand and future use for the airport. Estimated Ongoing Needs (in millions): Immediate: \$8.25,
8	ALUCPs recommend land uses around airports to protect the public from incompatible land uses. To ensure planning consistency, ALUCPs are used to guide local general and specific plans. Estimated Ongoing Needs (in millions): Immediate: \$3.75, Short Term: \$3.75; and Long Term: \$7.50
9	To ensure pilot safety, Automated Weather Observation Systems (AWOS) provides pilots with continuous weather information at airports. Estimated Ongoing Needs (in millions): Immediate: \$1.00, Short Term: \$1.00; and Long
10	PUC Section 21674.5 requires the Division to provide training for ALUCs. Many ALUCs lack the knowledge and resources needed to carry out their mission to protect public safety around airports. Estimated Ongoing Needs: Immediate: \$125,000; Short Term: \$125,000; and Long Term: \$250,000
11	Increased funding for minor pavement repairs prolongs pavement's life span and reduces long term maintenance costs. Estimated Ongoing Needs: Immediate: \$320,000; Short Term: \$320,000; and Long Term: \$640,000
12	A Safety and Security Conference would bring General Aviation airport management and users together with state, federal, and local government agencies to discuss aviation security issues. Estimated Immediate Needs: \$15,000
13	The California Airport Land Use Planning Handbook (2002) defines 6 generic safety zones on and around airports. Electronically fomatted GIS maps will be customized to fit each airport. Immediate Needs: \$200,000 per Year
14	This item provides the Division with a funding source for an improved aircraft operations counter program for all non-towered airports. These data are critical to MP updates.
15	This ongoing public use airports' pavement condition monitoring project is designed to determine state and federal pavement maintenance funding strategies.
16	The Air Cargo-Ground Access Symposium would start a collaborative process with the freight companies, airport management, regional planning agencies, counties and cities to determine needed improvements on designated freight routes to enhance Ground Access to airports. Estimated Immediate Needs \$75,000
17	unauthorized access.
18	Historically, ALUCPs have become dated, so providing a generic template ALUCP saves ALUCs valuable time and planning costs and will increase the update frequency.
19	Detailed land use study identifying current and future flight safety areas that need to be preserved to prevent encroachment of incompatible land uses, and accommodates future airport expansion.
20	This is a coordinated state wide ground access improvement plan for airports to build partnerships between state, federal, and local transportation planning agencies to pool funding for ground access improvements. Estimated
21	This database provides detailed information on the aircraft operations at airports, including aircraft type, and related origin or destination. It will provide airport management and the Division critical knowledge about who and what
22	Detailed GIS parcel level mapping provides agencies with better decision making tools for proposed projects in the

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23	Review and revise the Handbook to incorporate the latest regulation and statute changes and incorporate the latest noise and safety metrics available.
24	A secure electronic document management system improves the efficiency of the Division by providing a method of storage and retrieval of all electronic media such as letters maps and reports.
25	Caltrans owns two single-engine, 4-seat aircraft which have limited performance and payload. They are both between 30-35 years old and exceed 10,000 hours flight-time each. Neither is pressurized, nor contains deicing, air-conditioning, integrated oxygen, or modern navigational systems. To enhance operational safety, newer, more capable, technologically advanced aircraft must be acquired.
26	Weight-bearing capacity is unknown for many airport runways. This project certifies weight-bearing capability increasing an airport's ability to accommodate demands of heavier business aircraft.
27	Because temperature extremes shorten pavement life, this study determines the best asphalt, concrete, and filler mix to maximize each airport's pavement life span.
28	Currently, Air Cargo tonnage reports do not directly correlate to the level of ground vehicle traffic generated. This model provides critical data linking air cargo tonnage to vehicle movements to and from airports, and identifies
29	Study develops a user-friendly electronic economic benefit model that airport sponsors and managers can use to determine the airport's economic benefit to the local community and the State.
30	Study creates individual reports on the economic benefits each airport as it contributes to the local economy. The study also includes a summary of both the direct and indirect impacts of aviation on the state's economy.
31	The California Aviation System Plan includes Policy Element, Inventory Element, Forecasts Element and System Requirements Element. It is a living document that changes in response to the State's aviation needs.
32	The State needs a better understanding of Ground Access issues to develop an efficient and cost effective solution to move people and goods to and from airports.
33	Air Cargo economic study provides a plan for marketing each airport's air cargo potential. The study also includes a summary of the state system of air cargo airports.
34	The study provides airports a tool to counter land developers' economic benefit projections for development around airports. This addresses the <i>highest and best use issue</i> in the land use decision making process.
35	Most air passenger surveys include only enplaning passengers, critical data is needed on deplaning passengers travel mode. Data on individual air travelers access needs to/from airports is required to develop comprehensive
36	In person passenger surveys do not include critical data related to <i>all</i> air traveler's needs. Telephone surveys allow researchers to target data collection efforts missed by in person surveys. This study provides a more complete